

THE BISHOP MUST WAIT

Letters Which May Change All Plans.

ALTHOUGH it is the eleventh hour, members of the Second Congregation of St. Andrew's Cathedral are not without hope that Bishop Willis will see the error of his way and permit the status quo to be maintained until the arrival here, on April 1st, of the new American Bishop.

While all along it has been the contention that the swallowing up of the Second Congregation by the first was being attempted by the order of the American House of Bishops, letters received in the mail in the Alameda yesterday show conclusively that this was never the intention of the American church, but that it was the desire of the Bishops of that organization that affairs here remain as they were when the convention voted to receive the church here, until the representative of the Episcopal church comes to take up the work.

The letter in question was written after information had been received of the move of Bishop Willis, and the effect of that action was taken as the text of the letter. In it the American Bishop, one of the members of the superior body of the convention which admitted the local church, said to the official of the Second Congregation that if the conditions proposed to be inaugurated by Bishop Willis were unacceptable to the Bishop he was persuaded to permit affairs to remain as they were until the arrival here of an American Bishop. Added to this was the phrase: "This would seem to be the legal procedure."

This has been communicated to several officers and members of the congregation and the result is that there exists a feeling of complete satisfaction over the situation. The fact that there was a small registration, that there appeared at the meeting of the supposedly united congregation only ten persons other than those whose business it was to be there, and that there was not one of these persons who had been affiliated with the Second Congregation, is taken to mean that the Bishop will recognize that further opposition to the plain wishes of the communicants of the faith here will be interpreted as persecution.

There was a new feature sprung upon the followers of Alfred of Honolulu yesterday, in that his attention was called to the fact that while he was proceeding along lines which are supposed to be those of the new charter of the church here, that charter never has been signed and in consequence his acts have not the sanction of the synodical convention. A few of the more enthusiastic members of the congregation are of opinion that this would invalidate the actions of the Bishop and they will press this point before it is too late.

Should there be no receding from his position by the Bishop the service of tomorrow will be the last that the Second Congregation will hold in the cathedral, while the present Bishop is at the head of affairs. What steps will be taken have not been decided upon owing to the fact that negotiations are not considered off as yet. Should the worst come to the worst, there is a strong disposition on the part of some of the members to get a church edifice where they may worship. Should this be done and a demand made upon the Bishop for the privilege to maintain a congregation and parish, naming the rector that it is desired to serve them, he cannot refuse sanction and the needed license.

Should Bishop Willis be obdurate he will refuse to issue the license to the Second Congregation, and its rector to minister to the members of that flock. There can be no action by Bishop Willis alone to withdraw from Mr. Mackintosh his priestly office. He may be debarred from exercising his functions, but that is all; he is a pastor until he has been tried by a court with jurisdiction. There may be a conclusion reached today which will permit the status quo to be maintained until the arrival of the American Bishop, who is to take charge of matters churchly here.

The meeting of the supposedly united congregation was held in the Sunday School room of the cathedral last evening, the meeting convening shortly after 8 o'clock. Canon W. H. Kiteat, Curate Frank Fitz, Warden Edmund Stiles and nine others were in the room. Canon Kiteat called the meeting to order and made an opening prayer. He then said that it was the custom of each congregation to choose the number of its vestrymen, the size of the body ranging from three to eleven members. He suggested that this question be settled first, but did not insist until the minutes of the last meeting be read.

Upon motion of J. Morse it was decided that the vestrymen should be seven in number, he saying that number was sufficient for the purpose of attending to all business. This done, the matter of naming the vestrymen came up and nominations were made as follows: By J. Morse, Solomon Meheula and L. Aseu; by Mr. Pihanala, W. C. Ahfook, Fred W. Wood and Edmund Stiles; by Fred W. Wood, Henry Smith and George Hayselden. As there were only sufficient to fill the place the secretary cast the ballot and the seven were thus chosen. Canon Kiteat then announced that by virtue of his office he chose Mr. Edmund Stiles as the clerical warden and called for the election of the people's warden from the remainder of the list of vestrymen. Mr. Pihanala named Solomon Meheula, which was seconded, and Stiles named Henry Smith. Upon this the name of Meheula was withdrawn and Smith was chosen.

Mr. Kiteat then asked that the mem-

WALLA WALLA SUNK AT SEA WITH LARGE LOSS OF LIFE

EUREKA, Jan. 2.—The steamship Walla Walla, one of the best known of the vessels plying between San Francisco and north coast points lies at the bottom of the Pacific. During a fog she was struck and sunk at 4:10 o'clock on Thursday morning by an unknown bark, believed to be flying the French flag. An interval of thirty-five minutes elapsed between the time of the collision and the last lurch and plunge of the doomed steamship, and in that time lifeboats and rafts were lowered and most of the passengers and crew were taken off. In the meantime that followed the crash, however, some jumped overboard and were lost, while disaster overtook two of the small boats and many of their occupants were drowned. Other passengers and seamen, injured in the collision or overlooked in the excitement, went down with the ship. Out of an estimated total of 144 persons aboard, 61 passengers and 80 in the crew, 55 have not been accounted for, and of that number at least half are known to have been drowned. The remainder of the missing are on two life rafts, which may yet be picked up at sea.

EIGHT BOATS ARE LAUNCHED.
Eight of the Walla Walla's ten boats were launched successfully, two being crushed by wreckage in the water. In addition, six rafts were thrown overboard. Some of the passengers and crew refused to go in the boats, believing it safe to remain on the ship. Four rafts and four boats, with their chilled occupants, were picked up by the steam schooner Dispatch, and another in charge of the third engineer came ashore at Trinidad this morning. From this boat seven were drowned in making a landing through the surf. Another boat, containing fourteen, was picked up by the tug Ranger this morning at 11 o'clock. The remaining two boats came ashore tonight at Big Lagoon. They carried fifteen persons. The missing rafts left the Walla Walla in charge of First Officer Nilson and Second Officer Lupp.

It is known that the stewardess, Mrs. Reynolds, several children and two unknown women went down with the vessel. Chief Engineer Crosby and Purser E. L. Nuttman are also among the drowned.

Just how the accident occurred may never be known. Second Mate F. Lupp was on the bridge in charge of the ship at the time, and he is believed to have perished. It is claimed that the French bark displayed no lights and that her proximity to the Walla Walla was unknown until she loomed up on the steamship's port side and so near that it was impossible to avoid a collision. The stranger struck the Walla Walla bow on, well forward on the port side. Rebounding from the impact she then shot forward again and scraped the coarser side as she passed on.

BARK GIVES NO ASSISTANCE.
It was here that the most deplorable incident of the awful disaster occurred—deplorable because in it there was no element of that heroism and hardy courage that seamen are wont to display when the opportunity is offered to save human lives. Leaving the disabled Walla Walla to her fate, the ship that was responsible for the collision sailed off into the night and was not seen again. Those aboard the sinking steamship were left to care for themselves as best they might. Possibly the stranger craft, herself damaged, was unable to shorten sail and heave to until she had got so far that she could not find her way back to the scene of the collision; but, though seafaring men are loth to believe that ship's officers could be guilty of craven desertion of imperiled souls, the fact remains that no trace of the French craft was seen on Thursday by vessels cruising in the vicinity to pick up survivors of the Walla Walla. Apparently she continued on her course, without turning back to learn the extent of the damage she had inflicted or to succor those in danger.

Following the crash there was but little excitement on the Walla Walla, and here the heroic conduct of the American crew stands out in glorious contrast to the action of those aboard the disappearing bark. Officers and seamen stood at their posts. Boats were lowered and every effort was made to save the passengers. Seamen were assisted by the cooler ones among the male passengers in fastening life-preservers around women and children. The latter were given first place in the boats. Not an officer of the steamship left his post until the vessel began to settle. Captain Hall, himself badly injured when the prow of the bark crashed through the Walla Walla's side, refused to enter a lifeboat and went down with his ship. A piece of the social hall deck, to which he clung, broke off and bore him back to the surface.

bers consider whether or not they had any business to bring before the meeting, and when there was nothing proposed he declared a motion to adjourn in order and the meeting was closed with a prayer. Those in attendance were: Canon Kiteat, Curate Fitz, Warden Stiles, J. Morse, Fred W. Wood, L. Aseu, A. St. Chad Pihanala, W. Pokini, J. McKay, Peter Whitmarsh, Alexander Althia and J. C. Anderson.

PANAMA DITCH HAS ITS PRICE

WASHINGTON, Jan. 4.—A formal proposition to sell the Panama canal properties to the government of the United States for \$40,000,000 today was submitted to the authorities here. It was made by M. Boufve, representing the company, to Admiral Walker, as chairman of the Isthmian Canal Commission. M. Boufve acted under cable instructions received today from the Panama canal officials at Paris. Admiral Walker brought the proposition to the knowledge of the Secretary of State and the President, going directly to the State Department for that purpose. The submission of this offer carries out a plan which has been under consideration for the last two weeks. The first

and after a hard struggle he succeeded in reaching a life raft.

TWO LIFEBOATS WRECKED.

It was in the lowering of the boats that the first loss of life occurred. Two of the small craft were smashed by colliding with floating wreckage, and a number of their passengers sank before they could be dragged aboard the life rafts. The boats that finally got clear of the sinking steamship were buffeted about on a heavy sea and one was thrice capsized before it finally reached the shore near Trinidad. Of those who embarked upon it more than half were lost. The survivors encountered great suffering, drifting helplessly for nearly thirty hours before they reached shore near Trinidad. During that entire time they were without food or water.

To the steam schooner Dispatch and her captain, Victor Johnson, most of the survivors of the wreck are indebted for their lives. The Dispatch, which was enroute from San Francisco to Seattle, was hailed by three men in a small boat, which, in the heavy atmosphere, was almost alongside before it was seen. The occupants of the boat proved to be firemen of the Walla Walla, and Captain Johnson was soon in possession of details of the disaster. He at once altered his course and steered for the scene of the collision. For hours he cruised about, picking up several of the Walla Walla's small boats, crowded with men and women who had escaped death in the wreck. Everything was done for the comfort of the survivors, the crew of the Dispatch depleting their wardrobes to supply warm clothing to replace the drenched garments of those who had for hours been at the mercy of the heavy seas. When at last there appeared to be no hope of further rescue the Dispatch abandoned her trip and put into port.

SINK WITH THE STEAMSHIP.

Captain Hall believes that a half-dozen or more persons went down with the Walla Walla. When the bark's bow penetrated the steamship's hold there was a crashing of timbers, and the staterooms in the vicinity of the point of contact were wrecked. Some of the steerage passengers, he fears, were either too badly injured to make their escape or were pinned in their quarters and were unable to extricate themselves.

Just as the Walla Walla was settling beneath the waves her boilers exploded, and the ship was rent asunder. Portions of the woodwork were hurled a great distance, and men who had at the last moment leaped into the sea with the bulk of the sinking vessel, were hurled life rafts were either struck by the flying timbers or carried down by the suction.

The officers of the Walla Walla are able to throw no light upon the identity of the bark that sank their craft. There was great excitement on the strange vessel after the crash, and the voices of her officers could be heard giving orders to the seamen. The language spoken was French. Although Captain Hall, because of the injury he sustained in his stateroom, which was penetrated by the bow of the bark, was several minutes late in reaching the deck, the strange craft was yet so near that he could hail her. This he did, asking that she stand by and render what assistance she could. The bark's crew paid no attention to his appeal, and as she passed out of sight there was no evidence of an intention to stop and lower her boats.

THE LATEST PARTICULARS.

EUREKA, Cal., Jan. 4.—Up to 9 o'clock this morning no news of the missing passengers and crew of the Walla Walla had been received. It is hoped that today the tugs that are searching the sea will find the rafts and life boats that were not picked up Friday. The coast is being patrolled and if any of the boats have made a landing the survivors will be promptly taken care of.

Many of the passengers and crew who reached Eureka yesterday are still suffering from the hardship and exposure they experienced but all are expected to recover. The survivors who are able to travel will probably be sent down to San Francisco on the steamer Pomona, which leaves tonight in the morning.

EUREKA, Jan. 4.—Word has just reached here that a life boat from the wrecked Walla Walla with seven passengers has landed safely in Big Fresh Water Lagoon fifteen miles north of Trinidad. A state has been dispatched from Trinidad to return with the survivors. The eight passengers arrived at Trinidad late last night, who were rescued in Big Lagoon, among them Second Officer, who was on watch at the time of the wreck. Will arrive here 1 p. m. The life boat which landed at Trinidad was on board. Nine reached shore; two are now in a critical condition. One of them being a critical condition, Doppler of Tacoma. His wife died on the boat and was thrown overboard. The seven landed at the Big Fresh Water Lagoon will return to Trinidad this evening. The steamer Pomona sailed from Eureka at 2 p. m. for San Francisco with most of the survivors.

SAN FRANCISCO, Jan. 4.—The most conservative estimate places the number of dead at ten and included twenty-six in the list of missing.

step was taken when M. Hutin retired from the presidency of the Panama Canal Company. This brought about an entire change in the agreement, the main feature of the change being that those in authority desired to make a definite offer of the Panama properties to the government for \$40,000,000. There have been numerous meetings at Paris with this end in view, but the one which brought about the final proposition was held yesterday. In substance, the notification delivered to Admiral Walker was as follows:

"The Panama Canal Company declares itself ready to transfer to the government of the United States, on payment of \$40,000,000, its properties and concessions, estimated at that amount by the Isthmian Canal Commission, in conformity with the terms and conditions of the estimates of said commission."

Except to submit the proposition in the foregoing terms there was no discussion with Admiral Walker, and no further steps were likely to be taken except to bring the proposition to the attention of the Secretary of State and the President.

It can be stated that the President will communicate the proposition to Congress. This course will be pursued because the administration holds that the canal question is now purely one for legislative determination, and that as Congress is about to consider the subject, it should have possession of all facts that have come to the knowledge

of the executive branch. The offer as made to Admiral Walker and later communicated to the President and Secretary of State, refers to the estimates of the Isthmian Canal Commission's report. This feature of the commission's report appears under the caption "Total Value of the Panama Canal," and is as follows:

"Summing up the foregoing items, the total value of the property is found to be: Excavation already done, \$7,474,000; Panama railroad stock at par, \$6,800,000; maps, drawings and records, \$2,000,000. To which add 10 per cent, to cover omissions, making the total valuation of the Panama canal \$16,274,000."

HAWAIIAN STOCKS ON THE COAST

Mr. S. T. Alexander of the firm of Alexander & Baldwin, was one of the returning passengers on the Alameda yesterday. His stay in Honolulu will, however, be quite brief, as he expects to return to San Francisco on the Alameda next Wednesday. One of the objects of his return is the completion of some plan by which the new road to Tantalus may be built, and he will also attend a meeting of the firm of which he is the head.

"I shall probably visit the Public Works Department tomorrow in connection with the construction of the road to Sugar Loaf," said Mr. Alexander last evening. "That road has always been a pet project of mine, and I hope by some means or other to get it through. The bids were considerably higher than I anticipated when I offered \$15,000, or than I was led to expect after estimates had been made for me. I think, though, that the grade of eight to ten feet will be much better. Probably the cost could be lessened somewhat by making a narrower road, say fifteen instead of twenty feet wide. Nothing definite of course will be done until after my interview with the Department, and I am sorry to hear that Engineer Marston Campbell is not in the city. The road will be put through some way, of that I am convinced, and some plan may be devised at our conference."

HAWAIIAN SECURITIES.

"The cutting off of dividends and the shrinkage in values have given Hawaiian securities a black eye in San Francisco, and it was rather discouraging to be met everywhere with the cry, 'What's the matter with Hawaii?' I tell them the true situation here—we are in a transition state; labor is unsettled; we have lost our contract system, and the new laborers are not as efficient; the prices of everything are higher; equipment is more expensive and the inflated values were rather the result of the boom of San Francisco brokers than due to any fault of our own. A good many people lost heavily by the fall in sugar values there, and felt pretty sore over it. Some of the stocks on the San Francisco market are affected the same way, however; for instance, the bottom has dropped out of gas.

"Values here are at bed rock now and dividends will begin again soon. There is a better feeling already there. Makaweli remains firm, the payment of dividends helping that stock.

"No there is nothing in the report of a bond issue for Makaweli plantation. There is to be no meeting to consider such a proposition. While here, however, I shall meet my partners to discuss the general affairs of the firm. I expect to finish up all my business here by Wednesday and return on the Alameda that day."

Mr. Alexander is the guest of Mr. John Waterhouse while here.

PROTECTION FOR THOMAS SQUARE

The epidemic of crime in and about Thomas Square has resulted in an attempt to furnish more protection for the lives and property of Honolulu citizens in that neighborhood. Superintendent Boyd stated yesterday that two lights will be installed in the square next week, one at the main entrance and the other at the rear. A force of men will cut away the thick overhanging tree branches, in order that the light may have an opportunity to penetrate some distance into the park. Mr. Boyd states that the principal difficulty is in the small capacity of the lighting plant, and that to use full force, however, lights will be removed from other parts of the city to Thomas Square, where the need is greater.

High Sheriff Brown stated last evening that an officer has been placed on duty in Thomas Square, and the district has been carefully patrolled since Monday, when the attempt at the Paris home was made. He said the burglar's crusade appeared to be in the vicinity of Beretania and Alakea streets, and several extra men had now been detailed to keep a strict watch in that district.

REMARKABLE CURE OF CROUP.

A Little Boy's Life Saved.
I have a few words to say regarding Chamberlain's Cough Remedy. It saved my little boy's life, and I feel that I cannot praise it enough. I bought a bottle of it from A. E. Steere, of Goodwin, S. D. U. S. A., and when I got home with it the poor baby could hardly breathe. I gave the medicine as directed every ten minutes until he "threw up," and then I thought sure he was going to choke to death. We had to pull the phlegm out of his mouth in great long strings. I am positive that if I had not got that bottle of cough medicine, my boy would not be on earth today.—Joel Demont, Inwood, Iowa. For sale by all dealers and druggists. Benson, Smith & Co., Ltd., agents for H. I.

Gen. Erasmus Taken.

LONDON, Jan. 4.—Lord Kitchener reports to the war office under date of Johannesburg January 3 as follows: "Bruce Hamilton, operating to the eastward of Ermelo since December 29, has captured 100 prisoners, including General Erasmus."

The Northern Pacific won the first round in the fight against the company in Minnesota. Judge Lochren of Minneapolis dissolved the injunction issued by Judge Elliot restraining the issuance of evidences of indebtedness.

King Alfonso of Spain will soon become of age.

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HONGKONG MARU	FEB. 6	NIPPON MARU	FEB. 8
CHINA	FEB. 14	PERU	FEB. 15
DORIC	FEB. 22	COPTIC	FEB. 25
NIPPON MARU	MARCH 4	AMERICA MARU	MARCH 12
COPTIC	MARCH 20	GAELIC	MARCH 22
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